

LEGEND

PROPOSED GRADING/WORK LIMITS



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PROPOSED PHASE 1 IMPROVEMENTS

PROPOSED PHASE 2 IMPROVEMENTS

PROPOSED PHASE 3 IMPROVEMENTS

TEMPORARY CLOSED RUNWAY MARKER

AIR OPERATIONS AREA (A.O.A.)
ACTIVE RUNWAYS 200' CENTERLINE TO A.O.A. ACTIVE TAXIWAYS 65' CENTERLINE TO A.O.A.

BARRICADES WITH FLASHING RED LIGHTS AND SIGNS "DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA" (SEE GENERAL NOTE 11 ON PREVIOUS SHEET)

WORK AREA

PHASE 1A
PRELOCATED RUNWAY 9 LOCALIZER
RUNWAY 33 MALSR OUTSIDE
RUNWAY 15/33 AIR OPERATIONS AREA
RUNWAY 33 LOCALIZER OUTSIDE RUNWAY 15/33 AIR OPERATIONS AREA RUNWAY 33 GLIDESLOPE OUTSIDE TAXIWAY A AIR OPERATIONS AREA

PHASE 1B RUNWAY 33 GLIDESLOPE INSIDE TAXIWAY A AIR OPERATIONS AREA

RUNWAY 33 MALSR THRESHOLD BAR AND RUNWAY 33 PAPI RELOCATION

RUNWAY 15/33 PAVEMENT MARKING RUNWAY 33 MALSR AND LOCALIZER

WITHIN RUNWAY 15/33 AIR OPERATIONS AREA

PHASE 3
• EXISTING RUNWAY 9 LOCALIZER RELOCATION

SITE RESTORATION WITHIN RUNWAY 9/27 AIR OPERATIONS AREA

CONTRACTOR'S ACCESS/HAUL ROAD

DESIGN AIRCRAFT APPROACH CATEGORY: D

DESIGN AIRPORT GROUP: III

GROUND CONTROL FREQUENCY: 121.70 AIR CONTROL FREQUENCY: 120.60

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 65'

(CRANE FOR GLIDESLOPE INSTALLATION)

CLOSEST CONSTRUCTION POINT TO RUNWAY 9/27 (POINT A) ELEV. = 702.30 LATITUDE: 41'46'13.61"

LONGITUDE: 88'27'32.40" RUNWAY 15/33 (POINT B) ELEV. = 698.60 LATITUDE: 41'46'02.68" LONGITUDE: 88'28'30.32"

OPERATIONAL STATUS/

RESTRICTIONS

ALL AIRFIELD PAVEMENTS OPEN

TAXIWAY A CLOSED BETWEEN TAXIWAYS B AND AS

RUNWAY 15/33 CLOSED 14-DAY MAXIMUM CLOSURE

RUNWAY 15/33 CLOSED DAILY BETWEEN 7:00 A.M. AND 5:00 P.M.

(SEE NOTE 2)

RUNWAY 9/27 CLOSED DAILY BETWEEN 7:00 A.M. AND 5:00 P.M.

(SEE NOTE 2)

7-DAY MAXIMUM CLOSURE (SEE NOTE 4)

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UPDATE BY: SURVEY BOOK # XREF DWG: XREF DWG:

DATE: .

REVISIONS NUMBER BY DATE

THIS BAR IS EQUAL TO 2"

AT FULL SCALE (34X22).

VAY 33 ILS, 9 LOCALIZER ĊЩ TRU 70-21 10N) NSJ 7537 DITIO AURORA MUNICIPAL AURORA, ILLIN CONSTRUCT RUNWA RELOCATE RUNWAY 9 Ō?

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NOTES

- RUNWAY 15/33 AND RUNWAY 9/27 MAY NOT BE CLOSED AT THE SAME TIME.
- DURING PERIODS OF RUNWAY DAY CLOSURES, NO OPEN EXCAVATIONS, CONSTRUCTION EQUIPMENT OR STOCKPILED MATERIAL MAY BE LEFT WITHIN THE A.O.A. AT THE END OF EACH WORKING DAY. THE A.O.A. MUST ALSO BE GRADED SMOOTHLY TO THE SATISFACTION OF THE AIRPORT. REFER TO FAA ADVISORY CIRCULAR 150/5370-2E FOR MORE INFORMATION.

ALLOWABLE WORK

PERIODS

NO RESTRICTIONS

AFTER PHASE 1A RUNWAY 33 GLIDESLOPE CRUSHED AGGREGATE BASE OUTSIDE A.O.A. IS COMPLETE

AFTER PHASE 1 IS COMPLETE

AFTER PHASE 1 IS COMPLETE. WORK SHALL BE CONCURRENT WITH PHASE 2A

AFTER PHASE 2 IS COMPLETE AND RUNWAY 33 ILS IS OPERATIONAL

(SEE NOTE 3)

- BEFORE STARTING PHASE 3, THE CONTRACTOR IS REQUIRED TO COORDINATE WITH FAA PERSONNEL, THE AIRPORT AND ENGINEER TO ENSURE THAT THE COMPLETE RUNWAY 15/33 ILS IS OPERATIONAL AND COMMISSIONED. THE COMPLETE RUNWAY 15/33 ILS MUST BE OPERATIONAL AND COMMISSIONED BEFORE THE EXISTING RUNWAY 9 LOCALIZER IS TAKEN OUT OF SERVICE AND
- IN ORDER TO ACCESS THE SITE FOR PHASE 1B, THE CONTRACTOR SHALL BE IN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER. SEE NOTE 32 ON SHEET 6.
- THE ENGINEER WILL LAYOUT CONTRACTOR ACCESS ROUTE TO WORK AREAS BEFORE CONSTRUCTION BEGINS.
- IF ANY CROPS ARE DAMAGED BY THE CONTRACTOR, HE SHALL BE RESPONSIBLE FOR COMPENSATING THE AIRPORT FOR THE CROP DAMAGE.

PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION

- MARK AIR OPERATIONS AREA (A.O.A.) AND ADJACENT AIRPORT PROPERTY LINE WITH LATHE AND RIBBON.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT PROPOSED IMPROVEMENTS.

PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION

- FOR PHASE 2A, COORDINATE CLOSURE OF RUNWAY 15/33 WITH THE ENGINEER. PLACE CLOSED RUNWAY MARKERS.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT PROPOSED IMPROVEMENTS.
- · CLEAN PAVEMENTS AND REMOVE BARRICADES.
- OPEN RUNWAY 15/33.
- FOR PHASE 2B, UPON COMPLETION OF PHASE 2A, COORDINATE DAY CLOSURES OF RUNWAY 15/33 WITH THE ENGINEER AND PLACE CLOSED RUNWAY MARKERS
- . CONSTRUCT PROPOSED IMPROVEMENTS AND SMOOTHLY GRADE WORK AREA.
- OPEN RUNWAY 15/33 AT THE END OF EACH DAY.

PHASE 3: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE DAY CLOSURES OF RUNWAY 9/27 WITH THE ENGINEER AND PLACED CLOSED RUNWAY MARKERS (SEE NOTE 2).
- CONSTRUCT PROPOSED IMPROVEMENTS AND SMOOTHLY GRADE WORK AREA.
- . OPEN RUNWAY 9/27 AT THE END OF EACH DAY.



CAL DRAWN BY JRO CHECKED BY CAL APPROVED BY: DATE: 03/03/06 04285~04

ILLINOIS PROJECT: ARR-3468 A.I.P. PROJECT: 3-17-0003-B31 FINAL SUBMITTAL

SHEET 7 OF 66 SHEETS